To all who have taken any interest in the affairs of British Columbia, it has doubtless been matter of speculation, why a colony represented to be so rich in minerals, and especially in auriferous deposits, as well as in wide extents of agricultural and pastoral lands, and in vast forests of valuable timber, should not have more rapidly developed these resources, and proved its real worth and importance by the material testimony of a larger aggregate yield of gold than has hitherto been produced.

This consideration has led many, not personally cognizant of the facts, not only to discredit the statements published from time to time of fortunes of £20,000 or £30,000 realised in a few months by individual miners, and of the immense extent of the district of country throughout which these deposits are found, but to doubt almost all favourable accounts of the Colony, and to incline rather to give credence to the ridiculous misrepresentations of this and the adjacent Colony of Vancouver Island, which have emanated from the malice of disappointed place or fortune hunters.

In the Colony itself, however, all are fully satisfied, either from personal investigation and experience, or from facts brought convincingly to their knowledge, through reliable sources, of the extent and richness of the mineral lands of British Columbia, and more especially of that mining district called Cariboo. Not only is it true, that fortunate individuals have obtained such large prizes in the mining lottery as have been just alluded to, but it is demonstrable from the Government statistics of the Colony, that the average result of gold obtained by each miner who has worked during the past three years in this mining district of British Columbia, has been greater than that produced in any gold field elsewhere.

No doubt then is entertained among business men in the Colony as to the reality of the gold fields of British Columbia. The only questions with them are, "Why with such rich and inexhaustible deposits of gold have we such comparatively small yearly aggregate results? Why do not our mines attract and retain a larger population? What will most certainly tend to ensure their more profitable and extensive working?"

Several causes have combined to prevent the gold fields of British Columbia, containing beyond doubt so much latent wealth, from attracting a population adequate for their development.

Among these are the remoteness of the Colony from Great Britain, and the great expense of reaching it—its entire excision from the mother country by the intervening United States' territory, in passing through which, many intending to settle in British Columbia have been deterred from so doing by false representations—the actual hardships of the journey from the coast to the mines, the unquestionable asperity of the country in the mining districts, the rigour of the climate there during a great portion of the year, and the consequent shortness of the mining season.

These drawbacks might alone have sufficed to account to a great extent for the limited number of men engaged in mining in British Columbia.

Happily some of them are now removed entirely, whilst others are greatly ameliorated. A good stage-coach road from the head of navigation on Fraser River to Cariboo, has been constructed, so that the journey is now made in a few days and in comparative comfort: good

inns are found at short intervals along the road: towns have been built in the mining districts where miners now find proper shelter during the winter months, and experience has proved that the climate, though cold in winter, and at no time very genial, is essentially healthy.

But the main causes which have hitherto deterred a more extensive and permanent population from resorting to and remaining in the mining districts of British Columbia, are beyond doubt

1st. The exorbitant prices there of provisions and all other necessaries, which prices the construction of the present excellent roads has only sufficed to reduce to a modified extent, and

2nd. The want of steam power, pumps and other machinery, which are essential for the practical working, with profit, of the deep sinkings of the Cariboo Mines, and without which it is impossible to work them at all in the winter, in consequence of the water-wheels now in use being brought to a stand-still by frost.

The immense prices of everything in the Cariboo Mines hitherto, has been attributable in the first place to the distance (370 miles) from the head of steam-boat navigation on the Fraser, and to the difficulties, delays, and dangers of packing along the rough trails which had to be passed over before roads were constructed; and, secondly, to the fact that the carrying business has been in the hands of a few individuals, operating, in most cases, on capital borrowed at high rates of interest, amongst whom there has been little or no real competition, and who have always been traders as well as carriers, forwarding their own goods and keeping back those entrusted to their care by other traders when the market above was unstocked, and so regulating prices as high as possible to suit their own advantage.

The opening of a continuous good waggon road from the steam-boat landing on the Lower Fraser to within ninety miles of Richfield, in the autumn of 1863, had the effect of reducing freights from a maximum of $1.00 (one dollar) per lb. in the spring, to a minimum of forty-five cents per lb. at the close of the season. Since then, twenty-two (22) more miles of road have been opened, and the whole distance through to Richfield will be completed by the end of next year.

An average rate of freight for the season of 1863 may be assumed at sixty (60) cents. per lb.; and as 2,500 tons of 2,000 lbs. passed up by Lillooet and Lytton, of which about 2,000 tons were taken into Cariboo, it follows that a sum of $2,400,000 was paid for freight alone on the supplies for the season, during which, as shown by the Report hereto appended of the Gold Commissioner for Cariboo District, four thousand men in about seven months' work produced $3,904,000, being an average of about $1,000 to each man. But of this sum of $3,904,000, $2,400,000, as just shown, was paid for freight alone, to which if the cost of the goods at Victoria, interest, profit, &c., be added, as also the amount paid for beef-cattle driven up on foot from the lower country, it will be readily deduced that although the average of gold to each miner was most satisfactory (larger in fact, it is believed, than has ever been produced elsewhere), yet that the gold obtained cost actually almost, if not quite as much as its intrinsic worth. The Gold Commissioner estimated the cost of actual daily subsistence during this year at ($2·50) two dollars and a half, which estimate was considered too low an average; but at this rate even, four thousand men for seven months would have expended $2,100,000 for food alone, irrespective of tools, nails, candles, clothing, and other necessaries.

In the current year the rate of freight, commencing in the spring at sixty (60) cents. per lb., had been reduced in the month of August to twenty-four (24) cents.—the lowest rate at which freight has ever been carried over this distance of 370 miles. This reduced rate, at which it was declared by all the carriers no profit was derivable, was regarded as a temporary one resulting from a lull in the amount of freight offering, and from the consequent competition among carriers, and also from the fact that at that time of the year wild grass was abundant along 200 miles of the road, affording sufficient feed for the ox-teams and pack animals. As the winter approaches grass fails, whilst goods are pushed up for winter stock, and to be ready for the early spring trade, and the rates of freight proportionably advance.

During the months of November, December, January, February, and March the teams are taken off, and sent to graze in the lower country, and forwarding almost entirely ceases.

It is the opinion of all practical men in the colony that the rate of freight above named—viz., twenty-four (24) cents. per lb.—cannot be materially or permanently reduced with the present means of conveyance, at all events certainly not until a lapse of years shall have effected such a general settlement and cultivation of the agricultural districts lying along the road as would reduce the prices of barley, oats, hay, &c., to rates very different from the present.

In the month of June last the price of barley imported from California was at Yale five (5) cents per lb., increasing to twenty-five (25) cents at Alexandria, and forty (40) cents in Cariboo; and this notwithstanding that considerable crops are now grown in the interior. The price is regulated almost entirely by the cost of hauling from below rather than by quantity of grain grown in the colony itself, and as the demand is likely to increase at least as rapidly as the supply, there does not appear much chance of any material reduction in price.

Now the rates of freight depend, and must depend, with the present modes of conveyance, directly on the price of barley; for along 170 miles of the road, viz., the first 100 miles from Yale, and the last 70 miles into Cariboo, there is little or no grass at any time of the year, but for the most part thick forests of pine and fir, and even where there is grazing in the intermediate 200 miles, it is wild grass available only for oxen and pack animals: horses and mules hauling in teams must be fed on grain every day during the freightage season.

The great desiderata then for the more extensive development of the mineral wealth of British Columbia are, that living should cost less, and that a means should be afforded of working the deep shafts of Cariboo by steam power and machinery more effective than the primitive water-wheels now in use: so that in fact Cariboo may be placed in these respects on something like an equality with other gold-fields. At the same time it is believed that the limit of lowest rates of freight by present means of conveyance has been nearly, if not quite, reached, and yet these rates are still immense.

An investigation of the foregoing considerations has led to the project of employing Steam Traction Engines for hauling freight along the roads of British Columbia, and it certainly seems that there never can be a more appropriate field for the successful employment of those machines, or one in which their peculiar capabilities can be productive of such results.

It is confidently anticipated that the substitution of steam power for oxen and mules in hauling freight along the roads will occasion quite a revolution in the business prospects of the colony, whilst returning very large profits on the capital invested in carrying out the enterprise.

Not only, as will be shown, can freight be taken to the mines by Steam Traction Engines profitably at rates greatly below those now existing, but the service can be carried on throughout the whole year, and more advantageously perhaps on the hard frozen road surface during the winter, when teams are necessarily laid up, than at any other time of the year; so that a reliable means at reduced rates would be afforded of transmitting freight throughout the year with *regularity and reasonable dispatch* in contrast to the system which has hitherto obtained.

By their agencies also heavier freights, such as machinery, can be forwarded, than have been practicable up to the present time, which will lead at once to the substitution of steam pumps and lifts for the make-shift means now in use, and enable the mines to be worked continuously throughout the year. This alone would almost double the yield of gold to the same number of men, and by affording occupation during the winter, render the mining population a permanent instead of a fluctuating one, the habit of miners now being to work six or seven months in Cariboo, and spend the rest of the year in idleness, some at Victoria, but the greater portion at San Francisco.

The public roads of British Columbia have been constructed at an expense very great in proportion to the revenue of the colony, and are of a character very superior to those of almost all other young countries. From Yale, for a distance of 25 miles to Boston Bar, the road, following the course of the Fraser River through a cañon of surpassing grandeur, has been either blasted out of the granite bluffs rising almost sheer up from the river, or formed by a wooden gallery or viaduct leading along the face of these bluffs, and spanning the ravines which intersect it, or built up of the masses of rock which have become detached from the cliffs above and have formed a rough slope at their base. This portion of the road is most solid, almost entirely macadamized, fully adapted for the use of traction engines, with the exception of a few short sharp inclines and curves which are unimportant. Above Boston Bar for 47 miles the road continues hilly, still following the valley of Fraser River for 32 miles to Lytton, and thence up the course of Thompson River. Of this 47 miles the greater portion is level, or over very easy rolling ground, but in it are embraced some steep inclines of 1 in 10 to 1 in 12 winding up the slopes of the steep gravel hills which bound the river valley. There are portions of these inclines on which occur sharp curves, and where also the road surface may be so loose that the wheels of the traction engines will not find sufficient resistance to enable them to haul their loads up without making use of a line, and such portions may require to be improved. Of such places likely to impede the progress of the engines there is not more than a distance of *about 5 miles* altogether, in short lengths, whilst the road up to this point (72 miles from Yale), although by far the most difficult and hilly of the whole line, is generally suitable and favourable for the engines. From this point to its terminus at Cariboo the road, with the exception of a few hills of minor importance, is generally level or gently undulating, and presents every facility for the successful working of traction engines. There are but few bridges, very little side-hill grading, no construction at all liable to be injured by the weight of the engines, and but few places likely to become muddy in the rainy season; the generality of this distance of 300 miles being through level or gently rolling prairies, with sandy soil and gravel substratum, of which the road surface is generally composed. In the entire distance of 370 miles it is estimated that there are in lengths varying from 200 yards to 1 mile, equal to 25 miles of inclines of gradients of 1 in 12, or steeper; of these some 8 miles are 1 in 10, and perhaps 2 miles 1 in 8 in short pitches of from 50 to 200 yards.

The road is constructed 18 feet wide, but there are some parts of the rock cuttings towards Yale where there is not more than an available width of 16 feet.

Throughout the entire 370 miles there will be only one stretch of about 30 miles, where fir and pine timber are not abundant, and readily accessible; indeed, it may for the most part be cut along the roadside. On this 30 miles there are spaces of prairie devoid of timber for 4 or 5 miles, but this is the excess of distance from which firewood might have to be hauled to any point on the road, and the wood stations would probably be so arranged as to avoid these spots barren of timber.

Water also is abundant throughout the line, only in a few instances are running streams so far as 5 miles apart, and for the most part of the way running water is found in the driest weather at every 2 or 3 miles, and water can be obtained anywhere by sinking a well. Almost every essential therefore for the successful employment of traction engines, this long line of road seems to possess to a remarkable degree.

Fully concurring in the opinion that the employment of steam traction engines in British Columbia for the purpose above stated would be a material benefit to the Colony, the Governor-in-Council granted in March last a concession to Messrs. Janion, Green, and Rhodes, and Mr. J. W. Trutch, to employ these engines on the roads of the Colony on an equal footing with waggons hauled by teams, the exclusive right of using these engines up till the 1st of May, 1866, and an exemption from duty on all necessary machinery which should enter the Colony previous to the 1st of May, 1865. The privileges so granted were further extended by letter from the Colonial Secretary for reasons therein stated to the 1st of

October, 1865, and the 1st of October, 1866, respectively. Copies of these documents are hereunto appended.

Mr. Trutch, who has much acquaintance with the roads of British Columbia, having been engaged for five years in their construction as a Contractor under the lands and works department, and who is now in charge of that department in the Colony as Chief Commissioner and Surveyor-General, having examined the various traction engines now in use in England, and witnessed trials of their capabilities, is sanguine that they can be successfully employed as proposed in British Columbia; and having consulted with his predecessor in office, Colonel Moody, of the Royal Engineers, who was also present at the trials of the engines, has his sanction for stating that he fully agrees in Mr. Trutch's opinion as to the prospect of the successful working of the engines on the roads of British Columbia, and concurs in the estimates and statements herein contained.

It may further be added that Messrs. Fowler, of Leeds, the manufacturers of these engines, are so satisfied of their capability to perform the service contemplated in the following estimates over the roads of British Columbia, as described by Mr. Trutch, that they have agreed to take a large money stake in the enterprise of introducing them into use there.

ESTIMATE OF COST of 23 Traction Engines and 50 Freight Waggons, with duplicate working parts of engines delivered in British Columbia, also of tools necessary for fitting up 5 repair shops, cost of sheds, warehouses, &c., &c., &c.

	£
23 10-horse power engines, at £450 each	10,350
50 freight waggons, at £50 each	2,500
Duplicate parts of 23 engines, at £50 each	1,150
Tools requisite for fitting up 5 repair shops	1,250
Cost of buildings and fitting up same	1,500
Freight on the above to New Westminster, say 250 tons at £5	1,250
Freight on same from New Westminster to Yale, at £2 per ton	500
Insurance on £15,000, at 2 per cent.	3,000
Cost of necessary warehouses, offices, &c., at 5 stations in British Columbia ...	4,000
10 per cent. contingencies on the above, viz., on £25,500	2,550
Passages out to the Colony of 40 men, mechanics, drivers, and assistants, at an average rate of £50 each, viâ Panama	2,000
Preliminary expenses in British Columbia and England, say...	1,500
Six months' interest at the rate of 10 per cent. on £20,000, being on first cost of engines, &c., from date of purchase to date of commencing work in British Columbia	1,000
	£32,550

ESTIMATE of the CURRENT EXPENSES FOR ONE YEAR of working 20 Steam Traction Engines in British Columbia, including wages at the highest Colonial rates, superintendence, management, and interest on first cost at the rate of 10 per cent. per annum.

To each Engine drawing 2 Freight Waggons—			
1 Driver ... ... at $200 per month			
1 Assistant ... ... „ 100 „ „			
1 Brakesman ... ... „ 75 „ „			
Monthly wages for each engine ... ... $375 „ „			
at which rate wages for twelve months will amount to $4,500 for each Engine, giving			
TOTAL WAGES PER ANNUM FOR 20 ENGINES		$90,000	
Allowing each Engine to burn 2 cords of fir wood equal to 1,500 lbs. of coal per day of 12 hours, and to work 275 days in the year, each Engine would consume 550 cords, and 20 Engines 11,000 cords, which at $5 per cord gives			
TOTAL COST PER ANNUM OF FUEL FOR 20 ENGINES		55,000	
Allowing to each Engine at the rate of $2.50 per day for oil, waste, &c. for 275 days, give $687.50 for each Engine, and			
TOTAL COST PER ANNUM FOR OIL, &c, FOR 20 ENGINES... ...		13,750	
TOTAL ANNUAL EXPENSE OF RUNNING 20 ENGINES		———	$158,750
To each repair shop 1 Mechanic ... ... at $200			
„ 1 Assistant ... ... at 100			
Monthly wages for each shop... ... ... ———		$300	
which for 5 shops for 12 months gives Total wages per annum for 5 repair shops		$1,800	
To each shop allow 1 bushel of coal per day for 275 days at 50 cents per bushel giving Total fuel for 5 repair shops per annum ...		687	
* TOTAL CURRENT ANNUAL EXPENSES OF 5 REPAIR SHOPS... ...		———	18,687
Superintendence in British Columbia			
Salary of general superintendent		$5000	
„ 2 deputy do.		4000	
„ 5 Warehouse Clerks		9000	
Travelling expenses and contingencies		4600	
TOTAL FOR SUPERINTENDENCE IN BRITISH COLUMBIA ...		———	22,600
GENERAL MANAGEMENT including Commissions, Exchange, Audit of accounts, Correspondence &c. &c. &c.			20,000
INTEREST.—One year's interest at 10 per cent per annum being from date of commencing work on first cost and preliminary expenses viz., on £32,550, say $160,000			16,000
TOTAL CURRENT WORKING EXPENSES FOR 1 YEAR INCLUDING 10 PER CENT. ON OUTLAY			$236,037

* Full rates of expenses are allowed for the 5 Repair shops, but there would not be full employment for them unless work should be done for outside customers, the receipts from which source would materially reduce the current expenses of the repair department.

Estimate of Revenue to be derived from One Year's Working of 23 Steam Traction Engines in British Columbia.

The distance from Yale at the head of navigation on Fraser River to Richfield, the chief town of the Cariboo district, being about 370 miles, of which 250 miles are level, or nearly so, it is estimated that each Engine working for 275 days would make 10 trips per annum, between the points named, allowing 27 days for each trip, viz. 17 days for the journey up with load, being 22 miles per day, or at the rate of about 2 miles per hour, and 10 days for the return journey, being 37 miles per day, or at the rate of about 3 miles per hour. Each Engine would take up 2 waggons with a load on each of 5 tons, and is supposed to return empty. Thus, each Engine would take up 10 tons at each trip, making 100 tons in the course of the year. Although 23 Engines are provided for it is only expected that 20 of them would be running, the others being kept on hand in case of accidents: so that the full service per annum would be 20 Engines at 100 tons each, making a total of 2,000 tons equal to 4,000,000 lbs. of freight conveyed from Yale to Cariboo, and at the rate of 10 cents. per lb. this would return a

Gross Total Revenue of $400,000

Recapitulation of Revenue and Working Expenses of 23 Traction Engines.

Revenue of 1 year's working being 10 cents. per lb. on 4,000,000 lbs. carried from Yale to Cariboo	$400 000
Total Current Working expenses of 20 Traction Engines, *including* 10 *per cent. interest for* 1 *year on outlay*	236,037
Profit	$163,963

Of the above Estimates, those of the first cost of the Machinery, &c., and of the working expenses, in British Columbia, may be considered as entirely reliable.

The prices of the Engines are those at which they are ordinarily sold; whilst the wages account, which is the main item in the current Working Expenses, is based on the full rates of wages now paid in the Colony to first-class Mechanics, and to the other classes of Laborers specified respectively.

The services estimated to be rendered by the Engines constitute the only uncertain element in the calculation.

This Estimate, however, having been submitted to those best qualified from previous experience of the performances of these machines, to give a just opinion of their probable capability, when employed on the Roads of British Columbia, has been declared by them very moderate, as compared with what has been accomplished in this country and elsewhere.

The only hindrance that can prevent the fulfilment of these expectations is the possibility of some parts of the road to be worked over being not sufficiently hard to allow of the engines running to advantage. In this case it is suggested that some expense might have to be incurred in macadamising or cross-laying with timber the objectionable portions of road, provided the Government could not, in consideration of the public benefits to be con-

ferred by the introduction of these engines, be induced to adapt the roads more fully for their use.

The margin of profit, however, shown by the above estimates is so large as to admit of a very considerable deduction on account of the above suggested expenditure, should it prove necessary, yet still leave a very favourable financial result, even at the low rates of freight contemplated, amounting only to one-third of those now charged.

The number of 23 engines has been adopted to be sent out, based on the calculation that they would suffice to forward to Cariboo during the year the 2,000 tons of freight, which is about the amount taken through last year according to the report of the Gold Commissioner before quoted. The amount forwarded this year has not yet been ascertained, but may be assumed as equal to that of last year, for it was about the same up to the 1st of July, as shown by the accompanying statement taken from the Government returns of road tolls during the year 1863, and up to 1st of July of 1864.

From these returns it will be seen also that although 2,000 tons only were estimated by the gold commissioner to have reached Cariboo last year, 4,342 tons altogether went up from Yale and Douglas, the difference between these amounts having been consumed at the intermediate points along the road.

The amount therefore assumed as the service that might be expected to be performed during the year is by no means all the freight offering even at the present time, and as the rates of freight would be so materially lowered by the proposed means of conveyance, it may be assumed that there would be an increased consumption by the same population, whilst the cheapening of the cost of living would most assuredly attract larger numbers of miners, and thus add to the tonnage required to be forwarded. The development this year of the rich and extensive gold fields in the Kootanais district, in the south-eastern part of the colony, which are now attracting so many people from the neighbouring United States territories, may safely be relied on to give a great impetus to the carrying business next year, as the official reports from thence, as well as from Cariboo, received by the last mail, are most promising.

In fact the enterprise of introducing the use of steam traction engines into British Columbia for the purposes proposed, although perhaps in its initiation comparatively a small undertaking in a business point of view, contains, nevertheless, the germs of very considerable expansion. As the country becomes peopled and roads extended, an increased and permanent business may be confidently anticipated. At the same time the immediate results of the contemplated undertaking must be at once most beneficial to the colony at large, and very remunerative in the returns made to its promoters on the capital employed.

Extract from Report of Peter O'Reilly, Esq., Gold Commissioner of Cariboo, to his Excellency Sir James Douglas.

"I have the honour to state that the number of men actually employed in mining pursuits in the *district of Cariboo*, north of Quesnel River, may be set down as 4,000.

The gross amount of gold taken from the same district estimated from weekly returns obtained from the claim owners on the spot, and also from personal knowledge, may be computed at 3,904,000 dollars.

The following are the proceeds of three well-known claims on William's Creek:—

The Diller Company

Total yield from 18th February to 20th September, 1863	$192,591
Expenses of working	52,561
Net profit	$140,030

The Never Sweat Company.

Total yield from 28th June, to 1st October, 1863 ...	$99,513
Expenses of working	32,628
Net profits	$66,885

The Grier Company.

Total yield from July to 10th October, 1863	$68,500
Expenses of working	16,000
Net profit	$52,500

The above companies were worked by means of shafts and drifting, with the exception of the last, which was worked by an open cut in the bed of the Creek. From 20 to 30 men were employed on each claim, at wages from 10 dollars to 16 dollars per day. The quantities of provisions sent to the upper country ascertained from the collection of road tolls, are over 2,000 tons.

The average rate of subsistence on William's Creek was 2 dollars 50 cents. per day.

Returns of Amounts Collected in 1863, for Road Tolls in B.C.

1863.	Yale.	Lytton.	Douglas.	Lillooet.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	66 9 0	12 15 8	314 10 2	7 6 1
February	127 0 0	24 17 10	278 10 4	22 16 9
March.....	1,066 16 0	220 18 6	1,161 7 6	130 4 4
April	1,011 14 8	642 10 2	1,024 7 1	744 16 9
May	1,246 12 2	757 4 2	1,480 15 6	1,145 1 2
June	1,199 6 6	437 5 5	1,345 8 4	588 10 1
July	390 10 10	454 19 0	1,053 8 7	739 9 7
August	564 16 6	354 12 11	1,010 15 2	1,176 7 6
September.....	571 9 3	360 17 11	999 10 2	912 10 1
October	514 9 0	220 6 7	771 19 5	593 0 9
November	349 10 8	93 1 11	326 8 10	104 19 2
December	192 9 6	51 15 2	300 2 0	22 9 3
Total, 1863...	7,301 4 1	3,631 5 3	10,067 3 1	6,187 13 3

RETURN OF AMOUNTS COLLECTED UP TO 1ST JULY, 1864, FOR ROAD TOLLS IN BRITISH COLUMBIA

1864.	Yale.	Lytton.	Douglas.	Lilloet.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	178 16 11	19 7 6	227 4 7	30 16 0
February.....	396 16 8	52 7 7	268 14 10	12 8 8
March.....	940 19 8	443 3 3	498 17 4	72 17 6
April	1,179 14 3	667 13 4	836 6 8	528 0 5
May.....	1,462 19 9	1,011 19 6	935 13 5	579 10 8
June	868 6 4	616 11 11	908 13 9	547 18 0
Six months of 1864 ...	5,027 13 7	2,811 3 5	3,675 10 7	1,771 11 3

The rate of toll being £4 per ton of 2,000 lbs.

The amounts of tonnage passing the respective points was as follows:—

By Yale in 1863,	1,825 tons	Six months of 1864,	1,257 tons
By Douglas „	2,715 „	„ „	919 „
By Lytton „	908 „	„ „	703 „
By Lilloet „	1,547 „	„ „	443 „

BRITISH COLUMBIA.

No. 8. An ordinance to authorise the introduction of steam traction engines into British Columbia. (10th March, 1864.)

Preamble.

Whereas it is expedient that traction engines, propelled by steam, should be introduced upon the roads of British Columbia, for the purpose of conveying goods and passengers upon and along the roads of British Columbia.

And whereas it is expedient, for the purpose of encouraging the use of such engines, that certain privileges should be granted to the persons who propose to introduce the same into the Colony of British Columbia:

Be it therefore enacted by the Governor of British Columbia, by and with the advice and consent of the Legislative Council therefore as follows:—

Privilege of rising Steam Traction Engines.—To whom granted.

I. The following persons, namely, Robert Cheshyre Janion, of Liverpool, merchant, Lowthian Green, of Honolulu, merchant, and Henry Rhodes, of Victoria, merchant, and Joseph William Trutch, of Victoria, civil engineer, their executors, administrators, and assigns, shall henceforth have the privilege of using steam traction engines on the public roads of the Colony of British Columbia, for the purpose of conveying goods and passengers for hire along such roads.

Traction Engines not to be used below Lytton and Lillooet.

2. Provided always that the said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns as aforesaid, shall not make use of such steam traction engines for such purposes as aforesaid on roads lying southwards of Lillooet and Lytton in the said Colony, without the consent in writing for that purpose should be first obtained of the Commissioners of Lands and Surveyor General for the time being of the said Colony.

Exclusive privilege of using these Engines granted. Engines to be in use in Colony before the 1st May, 1865, on pain of forfeiture of exclusive privilege.

3. On and after the 1st day of May, A.D. 1865, for the period of one year therefrom, the said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns as aforesaid, shall have the exclusive privilege of using the said steam traction engines and suitable carriages and wagons for the said purposes on the said roads, and during the said period it shall not be lawful for any other person or persons to use such engines on the said roads.

Provided always that if the said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns, as aforesaid, shall neglect to introduce three of such engines, with suitable carriages and wagons, for the above-mentioned purposes, unless prevented by repairs, or inevitable accident before the said 1st day of May (A.D.), 1865, then the said exclusive privilege shall become wholly void.

Company may make reasonable Charges for Conveyance; states maximum rate of Charges.

4. The said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns, as aforesaid, may on and after the said 1st day of May, 1865, and for the said period of one year therefrom make such reasonable charges in respect of the conveyance by carriages and wagons drawn by the said engines along the said roads, or any of them, of all such passengers and goods as shall be offered to them for that purpose, as they may from time to time determine upon. The maximum rate of charges, however, on such goods, or passengers respectively, shall in no case exceed the minimum market rate of freight, or passage money, which shall at any time have been *bonâ fide* charged and paid during the period of one year antecedent to the 1st day of May (A.D.), 1865, for the same distances, and on the same roads respectively.

Liabilities of the Company same as those of Common Carriers, may claim like protection and privileges with Common Carriers.

5. The said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns, shall be subject to the same liabilities as stage-coach proprietors, and common carriers, but nothing herein contained shall extend to charge or make liable the said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns, as aforesaid, further, or in any other case than where according to the

law of British Columbia, stage-coach proprietors and common carriers would be liable, nor shall extend in any degree to deprive the said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns, as aforesaid, of any protection or privileges which common carriers or stage-coach proprietors may be entitled to.

Plant of the Company to be introduced into the Colony during the first year free of Import Duties.

6. The said Robert Cheshyre Janion, William Lowthian Green, and Henry Rhodes, and Joseph William Trutch, their executors, administrators, and assigns as aforesaid, may from time to time during the twelvemonth from the said first day of May, A.D. 1865, introduce into the Colony of British Columbia the requisite engines, not exceeding eighteen in number, with machinery, carriages, and waggons, and all tools requisite for the construction and repair of the same, free of all duties and charges to be otherwise levied at any port in the said Colony.

Short Title.

7. This Ordinance may be cited for all purposes as the "British Columbia Steam Traction Engine Act, 1864."

Passed the Legislative Council the 8th of March, 1864.

CHARLES GOOD, Clerk.

Received my assent this tenth day of March, A.D. 1864.

(Signed) JAMES DOUGLAS,
Governor.

Copy of Letter from Colonial Secretary of British Columbia, extending the periods of the privileges granted by the "Steam Traction Engine Ordinance, 1864, No. 8."

Colonial Secretary's Office,
New Westminster,
30th August, 1864.

SIR,—With reference to the conversations that I have had with you regarding the extension of time beyond that already specified for introducing Steam Traction Engines into British Columbia, I am directed by His Excellency to inform you that your departure for England to prosecute this undertaking having principally been delayed on public grounds, he will have no hesitation in applying to the Legislative Council to increase the period of the privileges granted to you and Messrs. Janion, Green and Rhodes, under Ordinance No. 8, of 1864, both as to the time by which the Engines are to be introduced, and the duration of the monopoly, the former to be extended to 1st October, 1865, and the latter to the 1st October, 1866, and that in your business arrangements you may rely on such extension.

I have the honour to be
Sir,
Your most obedient Servant,
(Signed) ARTHUR N. BIRCH.

The Honourable J. W. Trutch,
&c., &c., &c.

"London, 4th January, 1865.

"SIR,—Attached, we have the pleasure to hand you the accompanying statement of our views of employing Steam Traction Engines on the roads of British Columbia.

"On the basis of this statement, we propose establishing a limited private company, with a capital of £50,000, part of which is already promised; the calls on such part of the capital as would be required to extend over a period of about eighteen months.

"In consideration of relinquishing to the above proposed Company the concessions made to them by the Government of British Columbia, the undersigned promoters ask nothing until after a clear 20 per cent per annum dividend on the paid-up capital shall have been divided amongst the Shareholders; then, that one-fourth of whatever surplus annual clear profit may remain over and above such 20 per cent., shall be paid to them, the promoters; the remaining three-fourths being divided amongst the said Shareholders; but the promoters offer this mode of remuneration to them merely as a suggestion, subject, of course, to discussion by you and those others who may join the enterprize; and we submit the above for your consideration, trusting that you may feeldisposedto take a moneyed interest in a scheme which we think promises not only large returns for the capital invested in it, but very material benefit to the Colony at large.

"Should your ideas be favourable, we beg to invite you to attend a meeting at the Guildhall Coffee House Room, No. 66, on Thursday the 12th instant, at noon (or any of the undersigned will be glad to have your views in writing, to the same address, on that day), at which meeting the project will be more fully discussed and explained, and if possible made to assume a more business-like shape.

"We are, Sir,

"Your most obedient servants,

"JANION, GREEN & RHODES,
"Per Robert C. Janion,
"Of Liverpool,

"JOSEPH W. TRUTCH,
"Of British Columbia,

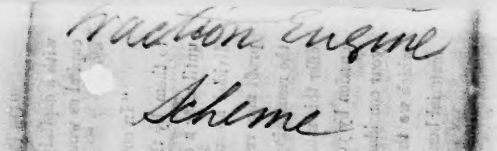
"ANTHONY BOWER,
"Per Geo. Forrester & Co.
"Vauxhall Foundry,
"Liverpool."

Traction Engine
Scheme

Traction Engine Ordinance
1864. No 8.

Copy Schedule of Tolls
1863.

C1526


Traction Engine
Scheme